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COUNTRY Germany (Soviet Zone)

REPORT NO. ☐

TOPIC Information on the Air Force Depot in Strausberg

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EVALUATION ☐PLACE OBTAINED ☐

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DATE OF CONTENT 8 to 8 November 1950

DATE OBTAINED ☐

DATE PREPARED 28 December 1950

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REFERENCES ☐

PAGES 2 ENCLOSURES (inc. annex) 1 - sketch on ditto

REMARKS

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1. The stocks of engines in the engine department of the air force depot in Strausberg amounted to about 150 engines, i.e., approximately the same number as on 19 September 1950. (1) Incoming and outgoing shipments were roughly the same. The air type APTEP-42 engines previously reported are small, in-line engines similar to the former German type Argus engines. (2) The turn-over at the depot during the reported period was slight. (3)
2. Only tail assemblies, bumpers and other minor component parts were stored in the airframe department. The letters TC-2 and PC-2 were seen in ink on the shelves.
3. The MW attached to the depot were quartered in a building on the road, the officers in settlement houses of the former rolling mill opposite the air force depot.
4. The repair shop seemed only to be preparing engines and other equipment for storage. (4) Disassembly or assembly work was not noticed. Prior to being issued to air units, the engines were checked at the installation.

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6. Three railroad cars loaded with engines and about 100 crated glass containers filled with a gray liquid were seen in the depot on 9 November 1950. (6)

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Comments

- (1) This refers to a previous report in which the same source listed the stocks of the individual aircraft types. See ☐. For the layout of the depot see Annex. The sketch agrees with and supplements a previous report. See ☐.
- (2) The engine is compared to an air-cooled Argus type engine, but the Soviets do not possess an engine of that type. It is, therefore, assumed that APTEP-42 actually means "Starter-42" which might be an outboard starter motor for the AM-42 type engine.
- (3) The small turn-over at the depot may be explained by the fact that there was little flying during the period in question because of bad weather.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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(4) It is believed that transportation damages suffered by engines are repaired there in addition to the mothballing performed prior to the issue of engines to air units.

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(c) The containers may have been filled with antifreeze.

1 Annex: Sketch of Air Force Depot in Strausberg.

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